

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:34 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 473 Const Calendar Day: 851 Date: 07-Jan-2012 Saturday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time: 08:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Partly overcast with high windsWorking Day ☐ If no, explain:**Diary:**

Dispute

**Work description.**

- Began to process the surveying measurements taken last night/early this morning on the first cable strand. The following elevations were trig-leveled with the Nikon total station as used for the acceptance elevation after the midpoint was staked-out with the GPS equipment and the total station on Treasure Island:

24N: Elev = 99.222m, Design Elev. = 99.205m, Delta = 17mm (Cut)

24S: Elev = 97.817m, Design Elev. = 97.816m, Delta = 1mm (Cut)

80N: Elev = 78.667m, Design Elev. = 78.644m, Delta = 23mm (Cut)

80S: Elev = 78.832m, Design Elev. = 77.835m, Delta = 3mm (Fill)

The deltas averaged for the measured horizontal coordinates vs design were the following:

24N: W-Line STA = 56+87.294m, Design STA = 56+87.288m, Delta = 6mm

W-Line Offset = 2.381m, Design Offset = 2.341m, Delta = 40mm

24S: W-Line STA = 56+87.210m, Design STA = 56+87.245m, Delta = 35mm

W-Line Offset = 39.650m, Design Offset = 39.656m, Delta = 6mm

80N: W-Line STA = 59+69.702m, Design STA = 59+69.713m, Delta = 11mm

W-Line Offset = 2.575m, Design Offset = 2.643m, Delta = 68mm

80S: W-Line STA = 59+69.713m, Design STA = 59+69.709m, Delta = 4mm

W-Line Offset = 39.320m, Design Offset = 39.334m, Delta = 14mm

It should be noted that the average for all horizontal measurements was taken. The horizontal coordinates can be analyzed in many different ways. Therefore the values in this diary may not necessarily be similar to the ones in the final report. The 24 denotes the sidespan and 80 denotes the mainspan since these OBG panel points are close to the surveyed midpoint. These numbers are also used in the submittals for the theoretical first cable strand coordinates.

- Compiled all of the measurements taken with the total station, automatic level, and scanner for the Hinge K pipe beams/assembly. Analyzed all of the numbers and wrote a final report on the As-Built position of



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**Inspector Name** Bruce, Matt

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**Saturday**

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the pipe beams. It appears that there may have been minimal movement in the pipe beams after stressing and grouting operations. The data yielded that the W2 cap beam may move in many different ways than thought before. Also began to compose the email for the report to be sent to pertinent personnel related to the Hinge K closure section between the YBITS bridges and the SAS bridge/W2 cap beam.

Both reports were needed first thing on Monday morning, hence why the work was done on a Saturday.